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A

NARRATIVE

OF THE LOSS OF

HIS MAJESTY's PACKET

THE LADY HOBART,

On an Island of Ice in the Atlantic Ocean,

28TH OF JUNE 1803:

WITH A PARTICULAR ACCOUNT OF THE

Providential Escape of the Crew in Two open Boats,

By WM. DORSET FELLOWES, Esq. Commander.

DEDICATED, BY PERMISSION,

TO THE

RIGHT HON. THE POSTMASTER GENERAL.

FOURTH EDITION.

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INTRODUCTION,

On his Majeſty's Service.

St. John's Newfoundland, July 9, 1803.

SIR,

IT is with extreme concern I have the honour to inform you of the total loſs of his Majeſty's Packet Lady Hobart, under my command, on the morning of the 28th June, at ſea, in lat. 46° 33′ north, and long. 44° 00′ weſt from Greenwich, on an iſland of ice.

The accompanying Narrative of our proceedings, from the time of the ſhip's foundering, will, I truſt, be a ſufficient teſtimony to their Lordſhips, that no exertion on my part, or that of my officers and ſhip's company, was wanting, both as to preſerving the ſhip from ſinking, as well as the total impoſſibility of ſaving the diſpatches.

The ſufferings and hardſhips undergone by us all, have been indeed greater than it is poſſible for my pen to deſcribe.

After remaining three days at Iſland Cove, the place where we firſt made the land, there being no medical aſſiſtance for the people, I embarked in a ſmall veſſel I hired for the purpoſe, and arrived here yeſterday.

With the exception of two men and myſelf, they are ſtill in a moſt wretched condition, and ſeveral it is feared will loſe their toes and fingers. As ſoon as they are in a ſtate to be moved, I intend proceeding from hence in a ſchooner to Halifax, with a view to obtain a paſſage in one of the Packets, as there are no veſſels about to ſail from hence for England, and none that could accommodate ſo great a number.

I truſt their Lordſhips will approve of what I have conſidered it my duty to do by theſe unfortunate men.

Brigadier-general Skerritt has been ſo kind as to give us quarters in the garriſon, and has iſſued rations for our ſupport, as well as maintenance to Halifax, at the expenſe of Government, for which I ſhall give receipts.

I ſhould be wanting in gratitude were I not to make particular mention of the kind and humane attentions we have all experienced from General Skerritt, the officers of the garriſon, and many of the inhabitants of St. John's

I have the honour to remain

Your moſt obedient Servant,

WILLIAM DORSET FELLOWES.

F. Freeling, Eſq.

General Poſt Office, 18th Auguſt, 1803.

DEAR SIR,

HAVING laid your affecting and intereſting Narrative before my Lords the Poſtmaſter General, I am commanded to ſend you a copy of their Lordſhip's minute thereon.

I assure you I enter fully into all their Lordships' feelings for your past sufferings, and entertain the same sense of your patience, fortitude, and perseverence; and I beg you to believe I have pleasure in witnessing the promotion which has so quickly succeeded the moment of your difficulties and dangers.

My Lords cannot fail to take into their favourable consideration the very meritorious conduct of your officers and crew.

Believe me with great regard,

Dear Sir,

Yours most faithfully,

Captain Fellowes F. FREELING.

WE have perused this Report with a mixed sentiment of sympathy and admiration. We are satisfied, that in the loss of the Packet and of the public correspondence, no blame is imputable to Captain Fellowes, to his officers, or

to his ſeamen. In their exertions after the ſhip had ſtruck on the floating maſs of ice, and in their ſubſequent conduct, they appear to have ſhewn all the talents and virtues which can diſtinguiſh the naval character.

Let a proper letter be written in our names to the friends and family of the very worthy French officer who periſhed. And we ſhall be ſolicitous to learn the entire recovery of the other paſſengers, who met ſuch dangers and ſufferings with the moſt exemplary fortitude.

Mr. Freeling will return the Narrative to Captain Fellowes, with our permiſſion to him to communicate it to his friends; or, if he ſhall think proper, to give it to the public. It cannot fail to impreſs on the minds of all who may read it, the benefit of religion and the conſolation of prayer under the preſſure of calamity; and alſo an awful ſenſe of the interpoſition and mercies of Providence, in a caſe of extreme peril and diſtreſs. To ſeamen

it will more eſpecially ſhew that diſcipline, order, generoſity of mind, good temper, mutual benevolence, and patient exertion, are, under the favour of Heaven, the beſt ſafeguards in all their difficulties.

With reſpect to Captain Fellowes, we feel highly gratified in having it in our power ſo immediately to give him a promotion, which we have reaſon to believe will be particularly acceptable.

(Signed) AUCKLAND.

Auguſt 16, 1803. C. SPENCER.

NARRATIVE,

&c.

ON the 22d of June 1803, we ſailed from Halifax for England, ſteering a courſe to the ſouthward and eaſtward, to clear Sable Iſland. On the 24th hauled to the northward, to paſs over the northern part of the Great Bank of Newfoundland, with the intention to keep well to the northward, that we might thereby avoid the enemy's cruiſers.

On the 26th, at ſeven A. M being then on the Grand Bank, in lat. 44° 37', and long. 51° 20' weſt, Cape Race bearing N. N. W. ½ W. 128 miles diſtant, diſcovered a large ſchooner under French colours, ſtanding towards us, with her deck full of men. From her manner of bearing down upon us, we concluded ſhe had been ap-

prized of the war, and that ſhe took us for a merchant brig. Cleared ſhip for action. At eight being within reach of our guns, fired a ſhot at her, when ſhe ſtruck her colours. Sent on board and took poſſeſſion of the veſſel; ſhe proved to be l'Aimable Julie, of Port Liberté, of eighty tons burthen, new and ſtrong built, bound thither from the iſland of St. Pierre, laden with ſalt fiſh, and commanded by Citizen Charles Roſſé.

After taking out her captain and crew, I gave the prize in charge to Lieutenants John Little, and William Hughes, of his Majeſty's navy (who were paſſengers in the Lady Hobart, and who moſt handſomely volunteered their ſervices): with them I ſent two of our own ſeamen, and two priſoners, to aſſiſt in navigating the prize. At ten A. M. ſaw two ſchooners ahead; fired a gun, and brought them to: on finding them to be Engliſh, and bound to St. John's, I divided the French Priſoners between them, excepting the captain, mate, and one boy,

the captain's nephew, who requeſted very earneſtly to remain on board the Packet.

Tueſday 28th June.—Blowing hard from the weſtward, with a heavy ſea and hazy weather, with intervals of thick fog. About one in the morning, the ſhip then going by the log at the rate of ſeven miles an hour, ſtruck againſt an iſland of ice, with ſuch violence, that ſeveral of the crew were pitched out of their hammocks. *Being rouſed out of my ſleep by the ſuddenneſs of the ſhock,* I inſtantly ran upon deck. The helm being put hard a-port, the ſhip ſtruck again about the cheſt tree, and then ſwang round on her heel, her ſtern-poſt being ſtove in, and her rudder carried away, before we could ſucceed in our attempts to haul her off. At this time the iſland of ice appeared to hang quite over the ſhip, forming a high peak, which muſt have been at leaſt twice the height of our maſt head; and we ſuppoſe the length of the iſland to have been from a quarter to half a mile.

The ſea was now breaking over the ice in a dreadful manner, the water ruſhing in ſo faſt as to fill the hold in a few minutes. Hove the guns overboard, cut away the anchors from the bows, got two ſails under the ſhip's bottom, kept both pumps going, and baling with buckets at the main hatchway, in the hope of preventing her from ſinking; but in leſs than a quarter of an hour ſhe ſettled down to her fore-chains in the water.

Our ſituation was now become moſt perilous. Aware of the danger of a moment's delay in hoiſting out the boats, I conſulted Captain Thomas of the navy, and Mr. Bargus, my maſter, as to the propriety of making any further efforts to ſave the ſhip; and as I was anxious to preſerve the mail, I requeſted their opinion as to the poſſibility of taking it into the boats in the event of our being able to get them over the ſhip's ſide. Theſe gentlemen agreed with me, that no time was to be loſt in hoiſting them out; and that, as the veſſel was then ſettling faſt, our firſt and only conſideration was to endeavour to preſerve the crew.

And here I muſt pay that tribute of praiſe which the ſteady diſcipline and good conduct of every one on board ſo juſtly merit. From the firſt moment of the ſhip's ſtriking, not a word was uttered expreſſive of a deſire to leave the wreck: my orders were promptly obeyed; and though the danger of periſhing was every inſtant increaſing, each man waited for his turn to get into the boats with a coolneſs and compoſure that could not be ſurpaſſed.

Having fortunately ſucceeded in hoiſting out the cutter and jolly-boat, the ſea then running high, we placed the ladies in the former. One of them, Miſs Cotenham, was ſo terrified, that ſhe ſprung from the gunwale, and pitched into the bottom of the boat with conſiderabe violence. This accident, which might have been productive of fatal conſequences to herſelf, as well as to us all, was unattended by any bad effects. The few proviſions which had been ſaved from the men's birth's were then put into the boats, which were quickly veered aſtern. By this time the main deck forward was under

water, and nothing but the quarter deck appeared : I then ordered my men into the boats, and having previouſly laſhed iron pigs of ballaſt to the mail it was thrown overboard.

I now perceived the ſhip was ſinking faſt ; I called out to the men to haul up and receive me, intending to drop myſelf into the cutter from the end of the tryſail boom, fearing ſhe might be ſtove under the counter ; and I deſired Mr. Bargus, who continued with me on the wreck, to go over firſt. In this inſtance he replied, that he begged leave to diſobey my orders ; that he muſt ſee me ſafe over before he attempted to go himſelf. Such conduct, and at ſuch a moment, requires no comment ; but I ſhould be wanting to myſelf, and to the ſervice, if I did not faithfully ſtate to their Lordſhips every circumſtance, however trifling : and it is highly ſatisfactory to me to have this opportunity of recording an incident ſo honourable to a meritorious officer.

The ſea was running ſo high at the time we

hoiſted out the boats, that I ſcarcely flattered myſelf we ſhould get them out in ſafety; and indeed, nothing but the ſteady and orderly conduct of the crew could have enabled us to effect ſo difficult and hazardous an undertaking: and it is a juſtice to them to obſerve, that not a man in the ſhip attempted to make uſe of the liquor, which every one had in his power. Whilſt the cutter was getting out, I perceived one of the ſeamen (John Tipper) emptying a demijean, or bottle, containing five gallons, which, on inquiry, I found to be rum. He ſaid that he was emptying it for the purpoſe of filling it with water from the ſcuttle caſk on the quarter deck, which had been generally filled over night, and which was then the only freſh water to be got at: it became afterwards our principal ſupply. I relate this circumſtance as being ſo highly creditable to the character of a Britiſh ſailor.

We had ſcarce quitted the ſhip, when ſhe ſuddenly gave a heavy lurch to port, and then went down head foremoſt. I had ordered the colours to be hoiſted at the main-topgallantmaſt-head,

with the union downwards, as a ſignal of diſtreſs, that if any veſſel ſhould happen to be near to us at the dawn of day, our calamitous ſituation might be perceived from her, and ſhe might afford us relief.

At this awful criſis of the ſhip ſinking, when it is natural to ſuppoſe that fear would be the predominent principle of the human mind, the coolneſs of a Britiſh ſeaman was very conſpicuouſly manifeſted by his (John Andrews) exclaiming, "There, my brave fellows, there goes the pride of Old England!"

I cannot attempt to deſcribe my own feelings, or the ſenſations of my people. Expoſed as we were in two ſmall open boats upon the great Atlantic Ocean, beneft of all aſſiſtance, but that which our own exertions, under Providence, could afford us, we narrowly eſcaped being ſwallowed up in the vortex. Men uſed to viciſſitudes are not eaſily dejected; but there are trials which human nature alone cannot ſurmount. The conſciouſneſs of having done our duy, and

a reliance upon a good Providence, enabled us to endure our calamity; and fo[illegible] animated each other with the hope of a better fate.

While we were employed [illegible] deliberating about our future arrangements, a [illegible]ous circumſtance occurred, which, as it was productive of conſiderable uneaſineſs to us all, deſerves to be particularly mentioned here: at the moment when the ſhip was ſinking, ſhe was ſurrounded by what ſeamen term a ſhoal, or an incalculable number of whales, which can only be accounted for by their being known, at this particular ſeaſon, to take a direction for the coaſt of Newfoundland, in queſt of a ſmall fiſh called Capelan, which they devour. We were extremely apprehenſive, from their near approach to the boats, that they might ſtrike and materially damage them; frequent inſtances having occurred in that buſineſs of boats being cruſhed in twain by the violence of a ſingle blow from a whale: we therefore ſhouted, and uſed every effort to drive them away, but without effect; they continued, as it then ſeemed, to purſue us, and remained

about the boats for the ſpace of half an hour, when, thank God! they diſappeared without having done us any injury.

Having at length ſurmounted dangers and difficulties which baffle all deſcription, we rigged the foremaſt, and prepared to ſhape our courſe in the beſt manner that circumſtances would admit of, the wind blowing from the preciſe point on which it was neceſſary to ſail, to reach the neareſt land. An hour had ſcarcely elapſed from the time the ſhip ſtruck, till ſhe foundered. The diſtribution of the crew had already been made in the following order, which we afterwards preſerved.

In the cutter, of the following dimenſions, viz. twenty feet long, ſix feet four inches broad, and two feet ſix inches deep, were embarked three ladies and myſelf; Capt. Richard Thomas of the navy; the French commander of the ſchooner; the maſter's mate, gunner, ſteward, carpenter, and eight ſeamen; in all eighteen people; which, together with the pro-

viſions, brought the boat's gunwale down to within ſix or ſeven inches of the water. From this confined ſpace, ſome idea may be formed of our crowded ſtate; but it is ſcarcely poſſible for the imagination to conceive the extent of our ſufferings in conſequence of it.

In the jolly-boat, fourteen feet from ſtem to ſtern, five feet three inches broad, and two feet deep, were embarked Mr. Samuel Bargus, maſter; Lieut. Col. George Cooke of the 1ſt reg. of guards; the boatſwain, ſailmaker, and ſeven ſeamen; in all eleven perſons.

The only proviſions we were enabled to ſave conſiſted of between forty and fifty pounds of biſcuit; one demijean, or veſſel, containing five gallons of water; a ſmall jug of the ſame, and part of a ſmall barrel of ſpruce beer; one demijean of rum, a few bottles of port wine, with two compaſſes, a quadrant, a ſpy-glaſs, a ſmall tin mug, and a wine glaſs. The deck lantern, which had a few ſpare candles in it, had been likewiſe thrown into the boat,

and the cook having had the precaution to ſecure his under-box, and ſome matches that were kept in a bladder, we were afterwards enabled to fleer by night.

The wind was now blowing ſtrong from the weſtward, with a heavy ſea, and the day had juſt dawned. Eſtimating ourſelves to be at the diſtance of 350 miles from St. John's in Newfoundland, with a proſpect of a continuance of weſterly winds, it became at once neceſſary to uſe the ſtricteſt economy. I repreſented to my companions in diſtreſs, that our reſolution, once made, ought on no account to be changed; and that we muſt begin by ſuffering privations, which I foreſaw would be greater than I ventured to explain. To each perſon, therefore, was ſerved out half a biſcuit, and a glaſs of wine, which was the only allowance for the enſuing twenty-four hours, all agreeing to leave the water untouched as long as poſſible. During the time we were employed in getting out the boats, I had ordered the maſter to throw the main hatch tarpaulin into the cutter, which

being afterwards cut into lengths, enabled us to form a temporary bulwark againſt the waves. I had alſo reminded the carpenter to carry with him as many tools as he could: he had accordingly, among other things, put a few nails in his pockets, and we repaired the gunwale of the cutter, which had been ſtove in hoiſting her out. Soon after daylight we made ſail with the jolly-boat in tow, and ſtood cloſe-hauled to the northward and weſtward, in the hope of reaching the coaſt of Newfoundland, or of being picked up by ſome veſſel. Paſſed two iſlands of ice, nearly as large as the firſt. We now ſaid prayers, and returned thanks to God for our deliverance. At noon, obſerved in lat. 46° 33′ north; St. John's bearing about W. ¾ N. diſtant 350 miles.

Wedneſday, June 29.—This day was uſhered in with light variable winds from the ſouthward and eaſtward. We had paſſed a long and ſleepleſs night, and I found myſelf at the dawn of day, with twenty-eight perſons looking up to me with anxiety for the direction of our

courſe, as well as for the diſtribution of their ſcanty allowance. On examining our proviſions, we found the bag of biſcuit much damaged by ſalt water; it therefore became neceſſary to curtail the allowance, to which precaution all chearfully aſſented.

It was at this moment that I became more alive to the horrors of our ſituation. We all returned thanks for our paſt mercies, and offered up prayers for our ſafety.

A thick fog ſoon after came on; it continued all day with heavy rain, which, as we had no means of collecting, afforded us no relief. Our crowded and expoſed ſituation was now rendered more diſtreſſing, from being thoroughly wet, no one having been permitted to take more than a great coat or a blanket, with the clothes on his back.

Kept the oars in both boats going conſtantly, and ſteering at W. N. W. courſe——All hands anxiouſly looking out for a ſtrange ſail. At noon ſerved a quarter of a biſcuit and a

glaſs of rum to each perſon. St. John's bore W. by N. $\frac{1}{4}$ N. diſtant 310 miles. No obſervation. One of the ladies again read prayers to us, particularly thoſe for delivery after a ſtorm, and thoſe for ſafety at ſea.

Thurſday, June 30.—At daybreak we were all ſo benumbed with wet and extreme cold, that half a glaſs of rum, and a mouthful of biſcuit were ſerved out to each perſon: the ladies, who had hitherto refuſed to taſte the ſpirits, were now prevailed upon to take the ſtated allowance, which afforded them immediate relief, and enabled them the better to reſiſt the ſeverity of the weather. The ſea was moſtly calm, with thick fog and ſleet; the air raw and cold: we had kept at our oars all night, and we continued to row during the whole of this day. The jolly-boat having unfortunately put off from the ſhip with only three oars, and having but a ſmall ſail, converted into a foreſail from a top-gallant ſteeringſail, without needles or twine, we were obliged to keep her conſtantly in tow. The cutter alſo having loſt two of her

ours in hoifting out, was now ſo deep in the water, that with the leaſt ſea ſhe made little way, ſo that we were not enabled to profit much by the light winds.

Some one from the jolly-boat called out that there was part of a cold ham, which had not been diſcovered before; a ſmall bit, about the ſize of a nutmeg, was immediately ſerved out to each perſon, and the remainder was thrown overboard, as I was afraful of its increaſing our thirſt; which we had not the means of aſſuaging.

At noon we judged ourſelves to be on the north-eaſtern edge of the Grand Bank, St. John's bearing W. by N. $\frac{1}{4}$ N. diſtant 246 miles. No obſervation. Performed divine ſervice.

Friday, July 1.—During the greater part of the laſt twenty-four hours it blew a hard gale of wind from the weſt-ſouth-weſt, with a heavy confuſed ſea from the ſame quarter; thick fog

and fleet throughout; the weather exceſſively cold, for the ſpray of the ſea freezing as it flew over the boats, rendered our ſituation truly deplorable. It was at this time that we all felt a moſt painful depreſſion of ſprits: the want of nouriſhment, and the continual cold and wet weather, had rendered us almoſt incapable of exertion. The very confined ſpace in the boat would not allow of our ſtretching our limbs; and ſeveral of the men, whoſe feet were conſiderably ſwelled, repeatedly called out for water. On my reminding them of the reſolution we had made, and of the abſolute neceſſity of our perſevering in it, they acknowledged the juſtice and propriety of my refuſal to comply with their deſire, and the water remained untouched.

At the commencement of the gale we ſtood to the northward and weſtward; but the cutter was ſo low in the water, and had ſhipped ſo much ſea, that we were obliged to caſt off the jolly-boat's tow rope; and we very ſoon loſt ſight of her in the fog. This unluckly circumſtance was productive of the utmoſt diſtreſs to

us all. We had been rouſed to exertion from a double motive ; and the uncertainty of our ever meeting again the companions of our miſfortunes, produced in us the moſt lively affliction. To add to the miſery of our ſituation, we loſt with the boat not only a conſiderable part of our ſtores, but with them our quadrant and ſpy-glaſs. At about four A. M, the gale increaſing, with a prodigious heavy ſea, we brought the cutter to by heaving the boat's ſail looſe over the bow, and veering it out with a rope bent to each yard-arm, which kept her head to the ſea, ſo as to break its force before it reached us.

In the courſe of this day there were repeated exclamations of a ſtrange ſail, although I knew it was next to an impoſſibility to diſcern any thing, owing to the thickneſs of the fog ; yet they were urged from the ſeveral ſeamen with ſuch apparent certainty of their object, that I was induced to put the boat before the wind to convince them of their error ; and as I then ſaw in a very ſtrong point of view the conſequences of ſuch deviations, I took occaſion to

remonſtrate with them upon the ſubject; I repreſented with all the force of which I was capable, that the depreſſions ariſing from diſappointment infinitely overbalanced the momentary relief proceeding from ſuch deluſive expectation, and I exhorted them not to allow ſuch fancies to break out into expreſſion. Under all theſe circumſtances, the ladies particularly, with a heroiſm that no words can deſcribe, afforded to us the beſt examples of patience and fortitude.

We all joined in prayers, which tranquillized our minds, and afforded us the conſolatory hope of bettering our condition: on theſe occaſions we were all bare-headed, notwithſtanding the inceſſant ſhowers. At noon St. John's bore W. by N. $\frac{3}{4}$ N. diſtant 148 miles. No obſervation.

Saturday, July 2.—It rained hard during the night, and the cold became ſo ſevere, that almoſt every one in the boat was unable to move. Our hands and feet were ſo ſwelled, that many of them became quite black, owing to our confined ſtate, and the conſtant expoſure to wet

and cold weather. At daybreak I ſerved out about the third of a wine-glaſs of rum to each perſon, with a quarter of a biſcuit, and before noon a ſmall quantity of ſpruce beer, which afforded us great relief.

During the firſt part of this day, it blew ſtrong from the ſouthward and weſtward, with foggy weather; towards noon, moderate breezes from the northward and eaſtward.

At half paſt eleven A. M. a ſail was diſcovered to the eaſtward, ſtanding to the northweſt. Our joy at ſuch a ſight, with the immediate hope of deliverance, gave us all new life, I immediately ordered the people to ſit as cloſe as poſſible, to prevent our having the appearance of being an armed boat; and having tied a lady's ſhawl to the boat-hook, I raiſed myſelf as well as I could, and, from the bow, waved it as long as my ſtrength would allow me. Having hauled cloſe to the wind, we neared each other faſt, and in leſs than a quarter of an hour we perceived the jolly-boat. Our not

having recognized her ſooner, was owing to an additional ſail having been made for her, out of one of my bed ſheets, which had been accidentally thrown into the boat, and was ſet as a bonnet to the foreſail.

I cannot attempt to deſcribe the various ſenſations of joy and diſappointment, which were by turns expreſſed on all our countenances. As ſoon as we approached the jolly-boat we threw out to her a tow-rope, and bore away to the north-weſt.

We now mutually inquired into the ſtate of our reſpective crews, after the late dreadful gale: thoſe in the jolly-boat had ſuffered from ſwelled hands and feet, like ourſelves, and had undergone great anxiety on our account, concluding us to have periſhed. The moſt ſingular circumſtance was, their having ſteering two nights without any light; and our meeting again after ſuch tempeſtous weather, could not have happened but from the interpoſition of Providence. Fearing a ſimilar accident, we made a more

equal diſtribution of our proviſions ; and having received from the jolly-boat two bottles of wine and ſome biſcuit, we gave them ſome wine in return.

Our hopes of deliverance had now been buoyed up to the higheſt pitch. The excitement ariſing from our joy began perceptibly to loſe its effect; and to a ſtate of artificial ſtrength ſucceeded ſuch a deſpondency, that no entreaty nor argument could rouſe ſome of the men even to the common exertions of making ſail.

To the French Captain, and ſeveral of the people who appeared to have ſuffered moſt, I now, for the firſt time, ſerved out a wine glaſs full of water. I had earneſtly cautioned the crew not to taſte the ſalt water, but ſome of the unhappy men had, nevertheleſs, taken large draughts of it, and became delirious ; ſome were ſeized with violent cramps, and twiching of the ſtomach and bowels. I again took occaſion to point out to the reſt of them the extreme danger of ſuch indiſcretion.

Performed divine ſervine. At noon St. John's bore W. by N. ¾ N. diſtant 110 miles. No obſervation of the ſun.

Sunday, 3—The cold, wet, hunger and thirſt which we now experienced, are not to be deſcribed, and made our ſituation very deplorable. At eight P. M. having a ſtrong breeze from the ſouthward, we ſtood under all the canvas we could ſpread, the jolly-boat following in our wake, and pulling her oars to keep up with us. The French Captain, who for ſome days had laboured under a deſpondency which admitted of no conſolation, jumped overboard in a fit of delirium, and inſtantly ſunk. The cutter at this time was going through the water ſo faſt, and the oars being laſhed to the gunwale, it would have been impoſſible to attempt to ſave him, even had he floated. One of the other priſoners in the jolly-boat became ſo outrageous, that it was found neceſſary to laſh him to the bottom of the boat.

The melancholy fate of the poor Captain, whom I had learnt to eſteem, affected me at firſt more ſenſibly, perhaps, than any other perſon; for on the day on which I was making the diſtribution in the boats, and was conſidering in which I ſhould place him, he came to me with tears in his eyes, to implore me not to leave him to periſh with the wreck: I aſſured him that I never had entertained ſuch an idea; that as I had been the accidental cauſe of his misfortunes, I would endeavour to make his ſituation as eaſy as I could, and that, as we were all expoſed to the ſame danger, we would ſurvive or periſh together. This aſſurance, and the hope of being ſpeedily exchanged, if ever we reached the land, operated for a while in quieting his mind; but his fortitude ſoon forſook him, and the raw ſpirits to which he had not been accuſtomed, producing in him the moſt dreadful intoxicating effects, hurried on the fatal event.

We were all deeply effected by this circumſtance; the moſt trifling accident or diſappointment was ſufficient to render our irritable ſtate

more painful; and I was ſeized with ſuch melancholy, that I loſt all recollection of my ſituation for many hours; a violent ſhivering had ſeized me, which returned at intervals; and as I had refuſed all ſuſtenance, my ſtate was very alarming: towards night I enjoyed, for the firſt time, three or four hours ſound ſleep, a perſpiration came on, and I awoke as from a dream, free from delirium, but painfully alive to all the horrors that ſurrounded me.

The ſea continued to break over the boats ſo much, that thoſe who had force enough, were obliged to bale without intermiſſion. Thoſe who ſat in the ſtern of the cutter were ſo confined, that it was difficult for any one to put his hand into his pocket, and the greater part of the crew lay in water upon the boat's bottom.

The return of dawn brought us no relief but its light. The ſun had never cheered us but once during the whole of our perilous voyage; and thoſe who had a few hours of interrupted ſleep,

awoke to all the conſciouſneſs of wretchedneſs and miſery.

A very heavy gale of wind came on from the ſouthward, with ſo tremendous a ſea, that the greateſt vigilance was neceſſary in managing the helm, as the ſlighteſt deviation would have broached the boats to, and conſequently muſt have hurried on our deſtruction. We ſcudded before it, expecting every returning wave to overwhelm us; but, through the providence of Almighty God, we weathered the ſtorm, which began to abate towards night. We had nearly run the diſtance we had ſuppoſed ourſelves from St. John's; but, owing to the thickneſs of the fog, we were prevented from diſcerning to any great extent.

Towards evening we paſſed ſeveral pieces of rock-weed, and ſoon after Captain Thomas ſaw the wing of a Hackdown, an aquatic bird that frequents the coaſt of Newfoundland, and is much eaten by the fiſhermen. This event afforded us great hopes of our approaching the

land; and all hands were eagerly employed in obſerving what paſſed the boats. About this time a beautiful white bird, web-footed, and not unlike a dove in ſize and plumage, hovered over the maſt-head of the cutter; and notwtihſtanding the pitching of the boat, it frequently attempted to perch on it, and continued fluttering there until dark. Trifling as this circumſtance may appear, it was conſidered by us all as a propitious omen.

The impreſſive manner in which it left us, and returned to gladden us with its preſence, awaked in us a ſuperſtition, to which ſailors are at all times ſaid to be prone: we indulged ourſelves on this occaſion, with the moſt conſolatory aſſurances, that the ſame Hand which had provided this ſolace to our diſtreſſes, would extricate us from the danger that ſurrounded us.

There being every reaſon to conclude ourſelves well in with the land, the few that were able to move, were now called upon to make a laſt effort to ſave their lives, by rowing, and taking

advantage of the little breeze we then had. It was ſtrongly urged to them, that if the wind ſhould come off the ſhore in the morning, and drive us to leeward, all efforts to regain it might then be too late; as, independent of our feeble ſtate, the proviſions, with every economy, could not laſt more than two days; and the water, which had as yet remained untouched (excepting in the inſtances before mentioned), could not hold out much longer. We had now been ſix days and nights, conſtantly wet and cold, without any other ſuſtenance than a quarter of a biſ- and one wine glaſs of fluid for twenty-four hours. The men who had appeared totally indifferent as to their fate, ſummoned up reſolution, and as many as were capable of moving from the bottom of the boats, applied to the oars.

Monday, 4th.—As the day dawned, the fog became ſo thick, that we could not ſee very far from the boats. During the night we had been under the neceſſity of caſting off the jolly-boat's tow-rope, to induce her crew to exert themſelves by rowing. We again loſt ſight of her, and I

perceived that this unluckly accident was beginning to excite great uneaſineſs among us. We were now ſo reduced, that the moſt trifling remark or exclamation, agitated us very much. I therefore found it neceſſary to caution the people againſt being deceived by the appearance of land, or calling out till we were quite convinced of its reality, more eſpecially as fog-banks are often miſtaken for land. Several of the poor fellows, however, repeatedly exclaimed they heard breakers, others the firing of guns; and the ſounds we did hear, reſembled the latter ſo much, that I concluded ſome veſſel had got on ſhore, and was making ſignals of diſtreſs: the noiſe afterwards proved to be the blowing of whales, of which we ſaw a great number.

Soon after daylight, the ſun roſe in view for the ſecond time ſince we quitted the wreck. It is worthy of remark, that during the period of ſeven days, that we were in the boats, we never had an opportunity of taking an obſervation, either of the ſun, moon or ſtars, nor of drying our clothes. The fog at length begininng

to diſperſe, we inſtantly caught a glimpſe of the land, within a mile diſtance, between Kettle Cove and Iſland Cove, in Conception Bay, 14 leagues from the harbour of St. John's Almoſt at the ſame moment we had the inexpreſſible ſatisfaction to diſcover the jolly-boat, and a ſchooner in ſhore ſtanding off towards us.

I wiſh it were poſſible for me to deſcribe our ſenſations at this intereſting moment. From the conſtant watching and fatigue, and from the langour and depreſſion ariſing from our exhauſted ſtate, ſuch accumulated irritability, was brought on, that the joy of a ſpeedy relief affected us all in a moſt remarkable way; many burſt into tears, ſome looked at each other with a ſtupid ſtare, as if doubtful of the reality of what they ſaw; ſeveral were in ſuch a lethargic ſtate, that no conſolation, no animating language, could rouſe them to exertion

At this affecting period, though overpowered by my own feelings, and impreſſed with the recollection of our ſufferings, and the ſight of ſo

many deplorable objects, I propoſed to offer up our ſolemn thanks to Heaven for our miraculous deliverance. Every one chearfully aſſented; and as ſoon as I opened the Prayer Book (which I had ſecured the laſt time I went down to my cabin), there was an univerſal ſilence; a ſpirit of devotion was ſo ſingularly manifeſted on this occaſion, that to the benefits of a religious ſenſe in uncultivated minds, muſt be aſcribed that diſcipline, good order, and exertion, which even the ſight of land could ſcarcely produce.

The ſervice being over, the people requeſted to have a pint of grog each; but, fearful of the conſequences of ſuch an indulgence, I mixed ſome rum and water very weak, and diſtributed to every one a ſmall quantity.

The ſchooner being within hail, and having made our ſituation known, ſhe hove to, and received us on board; our boats being taken in tow. The men could now with difficulty be reſtrained from taking large and repeated draughts of water, in conſequence of which, ſe-

veral felt great inconvenience from the ſudden deſtention of their ſtomachs; but, by being afterwards more cautious, no other bad effects followed.

The wind having blown with great violence from off the coaſt, we did not reach the landing-place at Iſland Cove till four o'clock in the evening. All the women and children in the village, with two or three fiſhermen (the reſt of the men being abſent), came down to the beach, and appearing deeply affected at our wretched ſituation, aſſiſted in lifting us out of the veſſel, and afterwards in carrying us up the craggy rocks; over which we were obliged to paſs, to get to their habitations.

It was a moſt fortunate circumſtance for us, that we fell in with the land about Iſland Cove; a very few miles farther to the northward, the coaſt is inacceſſible, and lined with dangerous reefs of rocks, which, if we had ſeen them in the night, we ſhould have puſhed for; for our ſituation having become ſo deſperate, I had re-

ſolved to land at the firſt place we could make : in that caſe we muſt all have periſhed.

The different fiſhing-huts were conſtructed of pine logs. The three ladies, Colonel Cooke, Captain Thomas, the Maſter, and myſelf, were conducted to the houſe of Mr. Lilly, a planter, who received us with great attention and humanity. This ſmall village afforded neither medical aid nor freſh proviſions, of which we ſtood ſo much in need ; potatoes and ſalt fiſh being the only food of the inhabitants. I determined, therefore, to loſe no time in proceeding to St. John's, having hired a ſmall ſchooner for that purpoſe. On the 7th of July we embarked in three diviſions, placing the moſt infirm in the ſchooner ; the maſter's mate having charge of the cutter, and the boatſwain of the jolly-boat : but ſuch was the exhauſted ſtate of nearly the whole party, that the day was conſiderably advanced before we could get under weigh.

At two P. M. made ſail with the jolly-boat in tow, and the cutter in company, and ſtood along

the coaſt of Newfoundland with a favourable breeze. Towards duſk it came on to blow hard in ſqualls off the land, when we loſt ſight of the cutter, and we were obliged ſoon after to come to anchor, outſide of St. John's harbour. We were under great apprehenſions for the cutter's ſafety, as ſhe had no grapnel, and leſt ſhe ſhould be driven out to ſea; but at daylight we perceived her and the ſchooner entering the harbour; the cutter, as we afterwards learnt, having had the good fortune to fall in with a fiſhing veſſel, to which they made faſt during the night.

The ladies, Colonel Cooke, Captain Thomas, and myſelf, conducted by Mr. Lilly in the jolly-boat, having left the ſchooner when ſhe anchored, notwithſtanding the badneſs, as well as extreme darkneſs of the night, reached the ſhore about midnight. We wandered for ſome time about the ſtreets, there being no houſe open at that late hour; but were at length admitted into a ſmall houſe, where we paſſed the remainder of the night on chairs, there being but one miſerable bed for the ladies.

Early on the following day, our circumſtances being made known, hundreds of people crowded down to the landing-place: nothing could exceed their ſurpriſe, on ſeeing the boats that had carried nine-and twenty perſons ſuch a diſtance over a boiſterous ſea; and when they beheld ſo many miſerable objects, they could not conceal their emotions of pity and concern. I waited on Brigadier-general Skerritt, who commanded the garriſon, and who immediately, upon being informed of our ſituation, ordered down a party of ſoldiers to take the people out of the boats, and with the utmoſt kindneſs and humanity directed beds and every neceſſary article to be provided for the crew.

The greateſt circumſpection was found neceſſary in adminiſtering nouriſhment to the men. Several of the crew were ſo much froſt-bitten, as to require conſtant ſurgical aſſiſtance; and it was determined they ſhould continue at St. John's, until they were in a fit ſtate to be tranſported to Halifax: I hired a ſchooner for that purpoſe.

Being anxious to return to England, I engaged the cabin of a ſmall veſſel bound to Oporto; and on the 11th of July I embarked with Mrs. Fellowes, Colonel Cooke, Captain Thomas, Mr. Bargus the maſter, and the Colonel's ſervant, who, during the voyage home, loſt ſeveral of his toes, in conſequence of what he had ſuffered. The maſter's mate was left in charge of the ſhip's company, and was directed to conduct them to Halifax; whence they would be enabled to return by the firſt opportunity to their own country.

After taking leave of our hoſpitable friends at St. John's, and after recommending to their protection the companions of our hardſhips, we put to ſea with favourable weather. During a voyage of fifteen days we had a few difficulties to encounter, ſuch as pumping continually, the veſſel having ſprung a leak in a gale of wind; and we were obliged to throw overboard a conſiderable quantity of her cargo of ſalt-fiſh.

On the 26th of July we fell in with an American ſhip, the Briſtol Trader, of New

York. The owner, Mr. William Cowley, being told our diſtreſſed ſituation, and that we had been ſhipwrecked, immediately hove to, and, with a benevolence and humanity that will ever reflect the higheſt honour on his character, received us on board, and brought us ſafe to Briſtol; where we had the happineſs to arrive on the 3d of Auguſt.

Names of the Ship's Company, &c. of his Majeſty's Packet LADY HOBART, *ſaved by the Boats.*

Names.	Station.
William Dorſel Fellowes, Eſq.	Commander.
Mr. Samuel Bargus, - -	Maſter.
Mr. Robert Jenkins, - .	Maſter's Mate.
Peter Germain, - - -	Gunner.
Benjamin Saule, - -	Boatſwain.
John Gard, -	Carpenter.
Francis Lambrick, - -	Sail-maker.
Thomas Bell, - -	Ship's Cook.
Edward Roberts, - -	Captain's Steward
Richard Harris, - -	Do. Servant.
John Harris, - -	Seaman.
John Andrews, - - -	Do.
John Anderſon, - -	Do.
P. Martin, - -	Do.
John Tipper, - -	Do.

Names.	Station.
William Trigido, - -	Seaman.
Chriſtian M'Cleaver, -	Do.
John Watſon, - -	Do.
Timothy Donohough, -	Invalided Seaman.
Richard Pierce, - -	Do.
Charles Roſſé, - - -	French Priſoner of War, afterwards drowned.
G. Goſlin, - - -	French Priſoner.
V. Francois - - -	Do.

Paſſengers.

Mrs. Scott, Miſs Cotenham, Mrs. Fellowes, Lieutenant-colonel Cooke, and Captain Richard Thomas of the Navy.

POSTSCRIPT.

I REGRET, that, in the hurry of drawing up this Narative, I ſhould have omitted to make more particular mention of Captain Richard Thomas of the Navy; from whoſe great profeſſional ſkill and advice throughout the whole of our perilous voyage, I derived the greateſt aſſiſtance.

THE END.

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